

500 Water Street - J200
Jacksonville, FL 32202
Phone: (904) 279-3823
FAX: (904) 279-3802
E-Mail: Jo_Burroughs@csx.com

Jo Ann Burroughs
Manager Network Services

Surface Transportation Board
Office of Environmental Analysis
395 East Street, SW
Washington, DC 20423-0001



RE: CSX Transportation, Inc.
Proposed Abandonment
Docket No. AB-55 (Sub No. 711X)

Dear STB - OEA:

Please be advised that on July 13, 2011, CSX Transportation, Inc. (CSXT) expects to file with the Surface Transportation Board ("Board") a Notice of Exemption seeking authority to abandon service from Thé Line which includes two remnant tracks in Fulton New York. The northern remnant track begins at Railroad Milepost QMF 25.67 adjacent to County Road 57 and continues approximately 4,814 feet to the end of track near Fremont Street, Fulton, New York. The southern remnant track, also know as the Fulton Industrial Lead, begins at Railroad Milepost QMF 22.8 and continues approximately 5,938 feet to the end of track at Division Street. The approximate 2.04 total miles of track are located in Fulton, Oswego County, New York as depicted on the attached map.

Attached is a preliminary Environmental Report describing the proposed action and any expected environmental issues. We are providing copies of all the Agency letters that were mailed on June 23, 2011 and the attachments.

If there are any questions concerning this proposal, please contact me directly by telephone at (904) 279-3823 or by email address. Jo_Burroughs@csx.com

Sincerely,

Jo Ann Burroughs

Attachments

Copy: Louis Gitomer, 600 Baltimore Avenue, Towson, MD. 21204
E-Copy: Ms. Kathryn Barney, CSXT, 500 Water Street-J150, Jacksonville, FL, 322



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Jacksonville, FL 32202
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Jo Ann Burroughs
Manager Network Services

June 22, 2011

New York Department of
Environmental Conservation
625 Broadway
Albany, NY 12233
518-402-9509



Dear Sir/Madam;

RE: CSX Transportation, Inc.
Proposed Abandonment
Docket No. AB-55 (Sub No. 711X)

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Jo Ann Burroughs
Manager Network Services

June 22, 2011

New York Department of State
Division of Coastal Resources
99 Washington Ave. Suite 1010
Albany, NY 12231

Dear Sir/Madam:



RE: CSX Transportation, Inc.
Proposed Abandonment
Docket No. AB-55 (Sub No. 711X)

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Jo Ann Burroughs
Manager Network Services

June 22, 2011

United States Department of Agriculture
Natural Resources Conservation Service
220 Davidson Ave. Floor 4
Somerset, NJ 08873

Dear Sir/Madam:



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Proposed Abandonment
Docket No. AB-55 (Sub No. 711X)

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Jo Ann Burroughs
Manager Network Services

June 22, 2011

U.S. Environmental Protection Agency
EPA Region 2
Jacob K. Javits Bldg
290 Broadway
New York, NY 10007-1866



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Docket No. AB-55 (Sub No. 711X)

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Jo Ann Burroughs
Manager Network Services

June 22, 2011

U.S. Army Corps of Engineers
Baltimore District Office
City Crescent Bldg
10 South Howard Street
Baltimore, MD 21201



Dear Sir/Madam:

RE: CSX Transportation, Inc.
Proposed Abandonment
Docket No. AB-55 (Sub No. 711X)

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Jo Ann Burroughs
Manager Network Services

June 22, 2011

Natural Park Service
New York
newyork@nps.gov

Dear Sir/Madam



RE: CSX Transportation, Inc.
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Docket No. AB-55 (Sub No. 711X)

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Jo Ann Burroughs
Manager Network Services

June 22, 2011

NYDOT
Main Office 50 Wolf Road
Albany, NY 12232

Dear Sir/Madam:



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Jo Ann Burroughs
Manager Network Services

**Oswego County Department of Community
Development, Tourism and Planning
Director David Turner
46 East Bridge Street
Oswego, NY 13126**



Dear Mr. Turner;

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Proposed Abandonment
Docket No. AB-55 (Sub No. 711X)**

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Jo Ann Burroughs
Manager Network Services

June 22, 2011

City of Fulton Planning Commission
Fulton Municipal Building
141 South First Street
Fulton, NY 13069

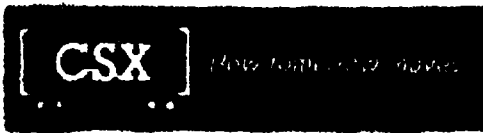


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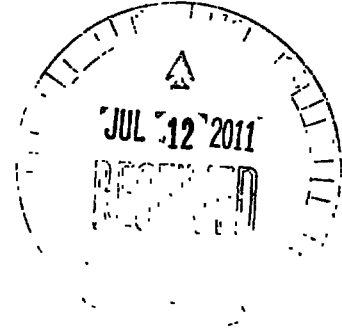
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Jo Ann Burroughs
Manager Network Services

June 22, 2011

U.S. Fish and Wildlife Service
Northeast Regional Office
300 Westgate Center Drive
Hadley, MA 01035-1866

Dear Sir/Madam:



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Proposed Abandonment
Docket No. AB-55 (Sub No. 711X)

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Jo Ann Burroughs
Manager Network Services

For your convenience, a response form is enclosed. You may email the response to Jo_Burroughs@CSX.com or you may return the form in the self-addressed return envelope which is also enclosed for your convenience.

If your comments have not been received by July 13, 2011, CSXT will take the position before the Board that there are no environmental impacts for the proposed abandonment within your agency's jurisdiction.

If there are any questions concerning this proposal, please contact me directly by telephone at (904) 279-3823 or by the above email address.

Sincerely,

A handwritten signature in black ink that reads 'Jo Ann Burroughs'. The signature is written in a cursive, flowing style.

Jo Ann Burroughs

Attachments

Copy: STB - OEA, 395 E Street SW, Washington, DC 20423



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Jacksonville, FL 32202
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Jo Ann Burroughs
Manager Network Services

CSXT Environmental Report Response Form

STB Docket Number AB 55 (Sub No. 711X)

Notice of Exemption from the STB for two remnant tracks in Fulton New York. The northern remnant track begins at Railroad Milepost QMF 25.67 adjacent to County Road 57 and continues approximately 4,814 feet to the end of track near Fremont Street, Fulton, New York. The southern remnant track, also know as the Fulton Industrial Lead, begins at Railroad Milepost QMF 22.8 and continues approximately 5,938 feet to the end of track at Division Street. The approximate 2.04 total miles of track are located in Fulton, Oswego County, New York as depicted on the attached map.

Agency response (check one):

☐ No Environmental Impact

☐ Environmental Impact as follows (or attached):

Date:

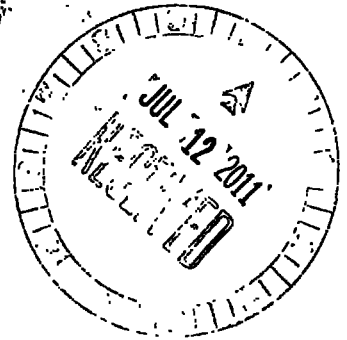
Signature:

Name:

Title:

ENVIRONMENTAL REPORT

**CSX TRANSPORTATION, INC.
Fulton, Oswego County, New York
Docket AB-55 (Sub-No. 711X)**



The following information is provided in accordance with 49 C.F.R. Section 1105.7:

(1) PROPOSED ACTION AND ALTERNATIVES

Describe the proposed action, including commodities transported, the planned disposition (if any) of any rail line and other structures that may be involved, and any possible changes in current operations or maintenance practices. Also describe any reasonable alternatives to the proposed action. Include a readable, detailed map and drawings clearly delineating the project.

CSXT proposes to abandon approximately 2.04 miles of its rail line. The northern remnant track begins at Railroad Milepost QMF 25.67 adjacent to County Road 57 and continues approximately 4,814 feet to the end of track near Fremont Street, Fulton, New York. The southern remnant track, also known as the Fulton Industrial Lead, begins at Railroad Milepost QMF 22.8 and continues approximately 5,938 feet to the end of track at Division Street in Fulton, Oswego County, New York.

The above referenced 2.04-mile line has not generated any originating or terminating traffic in over two (2) years.

Abandonment of this line will result in the removal of the rail, crossties, and possibly the upper layer of ballast. CSXT does not intend to disturb any sub grade or sub grade structures. Finally, the operations and maintenance of this line will cease.

The only alternative would be not to abandon and to pass the opportunity costs of retaining the line to all other CSXT customers. This would not be a prudent utilization of carrier resources.

The map which delineates the proposed project is attached. (Attachment 1)

Further attached is a distribution list of all parties who have received a copy of this report. (See Attachment 2)

(2) TRANSPORTATION SYSTEM

Describe the effects of the proposed action on regional or local transportation systems and patterns. Estimate the amount of traffic (passenger or freight) that will be diverted to other transportation systems or modes as a result of the proposed action.

There is no passenger or freight traffic on this line. Since there has not been any traffic on this line in over two (2) years, there will be no effect on existing regional or local transportation systems or patterns.

(3) LAND USE

- (i) Based on consultation with local and/or regional planning agencies and/or a review of the official planning documents prepared by such agencies, state whether the proposed action is consistent with existing land use plans. Describe any inconsistencies.**

Applicant has not received a response to its June 6, 2011 to the Oswego County Department of Community or the Fulton City Planning Commission. (See Attachments 3 and 4)

Based on the fact that the line has not generated any traffic in over two (2) years, Applicant believes the proposed action is not inconsistent with local land use plans.

- (ii) Based on consultation with the U. S. Soil Conservation Service, state the effect of the proposed action on any prime agricultural land.**

Applicant has not received a response to its June 6, 2011 inquiry to the U.S. Department of Agriculture, Natural Resources Conservation Service in Somerset, NJ requesting information regarding this statement. (See Attachment 5)

While some prime farmland may exist in the vicinity of this project, Applicant feels the simple removal of track material should not have an adverse impact.

- (iii) If the action affects land or water uses within a designated coastal zone, include the coastal zone information required by 1105.9.**

Applicant has not received a response to its June 6, 2011 inquiry to the New York Department of State Division of Coastal Resources requesting information regarding this statement. (See Attachment 6)

Applicant feels that the simple removal of track material should not have an adverse impact on any coastal zone, land or water uses.

- (iv) **If the proposed action is an abandonment, state whether or not the right of way is suitable for alternative public use under 49 U.S.C. 10906 and explain why.**

The properties proposed to be abandoned may be suitable for other public purposes, but may be subject to reversionary interests that may affect transfer of title for other than rail purposes.

(4) **ENERGY**

- (i) **Describe the effect of the proposed action on transportation of energy resources.**

The proposed action will have no effect on the movement and/or recovery of energy resources.

- (ii) **Describe the effect of the proposed action on recyclable commodities.**

The proposed action will have no effect on the movement and/or recovery of recyclable commodities.

- (iii) **State whether the proposed action will result in an increase or decrease in overall energy efficiency and explain why.**

The proposed action will not result in an increase or decrease in overall energy efficiency.

- (iv) **If the proposed action will cause diversions from rail to motor carriage of more than: (A) 1,000 rail carloads a year; or (B) an average of 50 rail carloads per mile per year for any part of the affected line, quantify the resulting net change in energy consumption and show the data and methodology used to arrive at the figure given.**

There will be no diversion of rail traffic to motor carriage.

(5) **AIR**

- (i) **If the proposed action will result in either: (A) an increase in rail traffic of at least 100% (measured in gross ton miles annually) or an increase of at least eight trains a day on any segment of rail line affected by the proposal, or (B) an increase in rail yard activity of at least 100% (measured by carload activity), or (C) an average increase in truck traffic of more than 10% of the average daily traffic or 50 vehicles a day on any affected road segment, quantify the anticipated effect on air emissions.**

The above thresholds will not be exceeded.

- (ii) **If the proposed action affects a class I or non-attainment area under the Clean Air Act; and will it result in either: (A) an increase in rail traffic of a**

least 50% (measured in gross ton miles annually) or an increase of at least three trains a day on any segment of rail line, or (B) an increase in rail yard activity of a least 20% (measured by carload activity), or (C) an average increase in truck traffic of more than 10% of the average daily traffic or 50 vehicles a day on a given road segment, then state whether any expected increased emissions are within the parameters established by the State Implementation Plan.

The above thresholds will not be exceeded.

- (iii) If transportation of ozone depleting materials (such as nitrogen oxide and freon) is contemplated, identify: the materials and quantity, the frequency of service; safety practices (including any speed restriction); the applicant's safety record (to the extent available) on derailments, accidents and spills; contingency plans to deal with accidental spills; and the likelihood of an accidental release of ozone depleting materials in the event of a collision or derailment.**

Not applicable.

(6) NOISE

If any of the thresholds identified in item (5)(i) of this section are surpassed, state whether the proposed action will cause: (i) an incremental increase in noise levels of three decibels Ldn or more, or (ii) an increase to a noise level of 65 decibels Ldn or greater. If so, identify sensitive receptors (e.g., schools, libraries, hospitals, residences, retirement communities, and nursing homes) in the project area, and quantify the noise increase for these receptors if the thresholds are surpassed.

The above thresholds will not be exceeded.

(7) SAFETY

- (i) Describe any effects of the proposed action on public health and safety (including vehicle delay time at railroad grade crossings).**

Applicant believes that the abandonment will result in improvement to public safety by the elimination of five (5) public, at-grade road crossings and no private, at-grade road crossings.

- (ii) If hazardous materials are expected to be transported, identify: the materials and quantity; the frequency of service; whether chemicals are being transported that, if mixed, could react to form more hazardous compounds; safety practices (including any speed restrictions); the applicant's safety record (to the extent available) on derailments, accidents and hazardous spills; the contingency plans to deal with accidental spills; and the likelihood of an accidental release of hazardous materials.**

Not applicable.

- (III) If there are any known hazardous waste sites or sites where there have been known hazardous material spills on the right of way, identify the location of those sites and the types of hazardous materials involved.**

The line was disturbed during construction by cuts and fill, and any archeological resources that may have been located in the proposed project area would have been affected at that time versus during the proposed salvage operations associated with rail removal. Our records do not indicate that any swampy conditions exist. Review of the hazmat incident database back to 1990 disclosed one (1) incident that occurred along the line segments. On 12/1/08, 25 gallons of lube oil was released from a locomotive and was cleaned up by Environmental Products and Services, an outside emergency response cleanup contractor.

(8) BIOLOGICAL RESOURCES

- (i) Based on consultation with the U. S. Fish and Wildlife Service, state whether the proposed action is likely to adversely affect endangered or threatened species or areas designated as a critical habitat, and if so, describe the effects.**

Applicant has not received a response to its June 6, 2011 inquiry to the U.S. Fish and Wildlife Service in Hadley, MA requesting information regarding this statement. (See Attachment # 7)

Based upon Applicant's intention to remove only the track material and the upper layer of ballast, we do not believe that any federally endangered or threatened species will be negatively affected or critical habitats modified if the line is abandoned.

- (ii) State whether wildlife sanctuaries or refuges, National or State parks or forests will be affected, and describe any effects.**

Applicant has not received a response to its June 6, 2011 inquiry to the National Park Service in New York requesting information regarding this statement. (See Attachment # 8)

Based upon Applicant's review of the area, the line is not within any wildlife sanctuaries or refuges, National or State parks or forests.

(9) WATER

- (i) Based on consultation with State water quality officials, state whether the proposed action is consistent with applicable Federal, State or local water quality standards. Describe any inconsistencies.**

Applicant has not received a response to its June 6, 2011 inquiry to

the State EPA in Albany, New York requesting information regarding this statement. (See Attachment # 9)

Applicant does not contemplate any action known to be inconsistent with federal, state and/or local water quality standards. Any necessary permits or applications will be obtained as well as compliance with conditions or procedures required by regulatory agencies.

- (ii) Based on consultation with the U. S. Army Corps of Engineers, state whether permits under Section 404 of the Clean Water Act (33 U.S.C. 1344) are required for the proposed action and whether any designated wetlands or 100-year flood plains will be affected. Describe the effects.**

Applicant has not received a response to its June 6, 2011 inquiry to the U.S. Army Corps of Engineers in Baltimore, Maryland requesting information regarding this statement. (See Attachment # 10)

Applicant is not aware of any designated wetlands or 100-year flood plains within the proposed project.

Upon receiving abandonment authority, removal of material will be accomplished by use of the right of way for access, along with existing public and private crossings, and no new access roads are contemplated. Applicant does not intend to disturb any of the underlying road-bed or perform any activities that would cause sedimentation or erosion of the soil, and do not anticipate any dredging or use of fill in the removal of the track material. The crossties and/or other debris will be transported away from the rail line and will not be discarded along the right of way nor be placed or left in streams or wetlands, or along the banks of such waterways. Also, during track removal, appropriate measures will be implemented to prevent or control spills from fuels, lubricants or any other pollutant materials from entering any waterways. Based upon this course of action, Applicant does not believe a permit under Section 404 of the Clean Water Act will be required.

- (iii) State whether permits under Section 402 of the Clean Water Act (33 U.S.C. 1342) are required for the proposed action. (Applicants should contact the U. S. Environmental Protection Agency or the state environmental protection or equivalent agency if they are unsure whether such permits are required).**

Applicant has not received a response to its June 6, 2011 inquiry to the U.S. Regional EPA Office 2 in New York, NY requesting information regarding this statement. (See Attachment #)

Based upon the course of action described in Section 9 (ii), Applicant does not believe a permit under Section 402 of the Clean

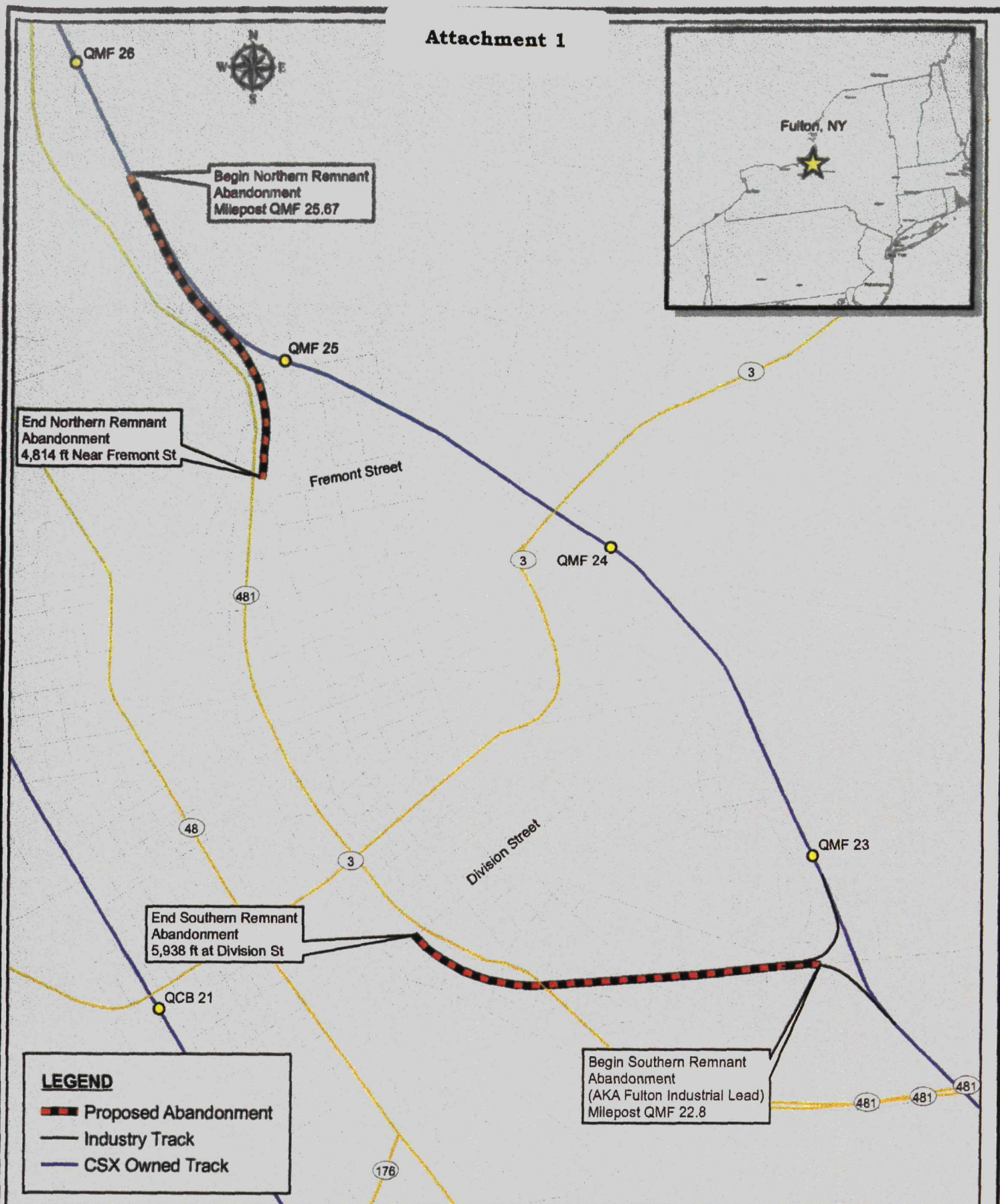
Water Act will be required.

10. MITIGATION

Describe any actions that are proposed to mitigate adverse environmental impacts, indicating why the proposed mitigation is appropriate.

Applicant does not believe there will be any adverse environmental impacts in the project area as a result of this abandonment. However, Applicant will comply with reasonable State and Federal regulations and obtain any necessary permits required.

Attachment 1



Creation Date: June 7, 2011

CSX Transportation, Inc. - Proposed Abandonment FULTON SUBDIVISION - REMNANT TRACKS

Northern Remnant Track QMF 25.67 + 4,814 ft
 Southern Remnant Track (a.k.a. Fulton Industrial Lead) QMF 22.8 + 5,938 ft
 Total 2.04 miles

Northern Region, Albany Division, Fulton Subdivision - STB Docket No. AB 55 (Sub-No 711X)

0 600 1,200
 Feet

CSX Real Property, Inc.
 NY-075-1048252

Fulton New York Distribution List

Attachment 2

STATE HISTORIC PRESERVATION OFFICE

**Ms. Elizabeth Martin
New York State Historic Preservation Office
Peebles Island Resource Center
P.O. Box 189
Waterford, NY 12188-0189
518-237-8643**

STATE ENVIRONMENTAL PROTECTION AGENCY

**New York Department of Environmental Conservation
625 Broadway
Albany, NY 12233
518-402-9509**

STATE COASTAL MANAGEMENT

**New York Department of State
Division of Coastal Resources
99 Washington Ave. Suite 1010
Albany, NY 12231**

NATURAL RESOURCES CONSERVATION SERVICE

**United States Department of Agriculture
Natural Resources Conservation Service
220 Davidson Ave. Fl 4
Somerset, NJ 08873**

NYDOT

**NYDOT
Main Office
50 Wolf Road
Albany, NY 12232**

U.S. FISH AND WILDLIFE SERVICE

**Northeast Regional Office
U.S. Fish and Wildlife Service
300 Westgate Center Drive
Hadley, MA 01035-9589**

UNITED STATES ENVIRONMENTAL PROTECTION AGENCY

**EPA Region 2
Jacob K. Javits Federal Bldg
290 Broadway
New York, NY 10007-1866**

UNITED STATES ARMY CORPS OF ENGINEERS OFFICE

**U.S. Army Corps of Engineers
Baltimore District Office
City Crescent Bldg.
10 South Howard Street
Baltimore, MD 21201**

U.S. NATIONAL GEODETIC SURVEY

ngs.infocenter@noaa.gov

NATURAL PARK SERVICE NEW YORK

newyork@nps.gov

FULTON CITY PLANNING

**City of Fulton Planning Commission
Fulton Municipal Building
141 South First Street
Fulton, NY 13069**

COUNTY PLANNING OFFICE

**Oswego County Department of Community
Development, Tourism and Planning
Director David Turner
46 East Bridge Street
Oswego, NY 13126**

Attachment 3



500 Water Street - J200
Jacksonville, FL 32202
Phone: (904) 278-3823
FAX: (904) 278-3802
E-Mail: Jo_Burroughs@csx.com

Jo Ann Burroughs
Manager Network Services

June 6, 2011

Oswego County Department of Community
Development, Tourism and Planning
Director David Turner
46 East Bridge Street
Oswego, NY 13126

Dear Mr. Turner;

Please be advised that CSX Transportation, Inc. (CSX) is considering to file with the Surface Transportation Board (Board) a Notice of Exemption seeking authority to abandon service from The Line which includes two remnant tracks in Fulton New York. The northern remnant track begins at Railroad Milepost QMF 25.67 adjacent to County Road 57 and continues approximately 4,814 feet to the end of track near Fremont Street, Fulton, New York. The southern remnant track, also know as the Fulton Industrial Lead, begins at Railroad Milepost QMF 22.8 and continues approximately 5,938 feet to the end of track at Division Street. The approximate 2.04 total miles of track are located in Fulton, Oswego County, New York as depicted on the attached map.

This action requires Surface Transportation Board approval and Federal Regulations 49 C.F.R. 1105.7(3) (i) require that CSXT develop a response to the following statement:

"Based on consultation with local and/or regional planning agencies and/or a review of the official planning documents prepared by such agencies, state whether the proposed action is consistent with existing land use plans. Describe any inconsistencies."

CSXT would appreciate your comments regarding current and future land use in relationship to the rail line.

As further information, CSXT will provide a preliminary environmental report in the coming weeks which will outline the scope of the proposed salvage activity and include any comments received from your office. This environmental report can be sent electronically by email or through the United States Postal Service (USPS). Please notify me, Jo_Burroughs@csx.com if you wish to receive the report electronically. If we do not receive notification, it will be mailed via USPS.

Further enclosed, please find a distribution list of all parties that have been copied of the proposed action.

Sincerely,

Jo Ann Burroughs
Attachments



Attachment 4

500 Water Street - J200
Jacksonville, FL 32202
Phone: (904) 279-3823
FAX: (904) 279-3902
E-Mail: Jo_Burroughs@csx.com

**Jo Ann Burroughs
Manager Network Services**

June 6, 2011

**City of Fulton Planning Commission
Fulton Municipal Building
141 South First Street
Fulton, NY 13069**

Dear Sir/Madam

Please be advised that CSX Transportation, Inc. (CSX) is considering to file with the Surface Transportation Board (Board) a Notice of Exemption seeking authority to abandon service from The Line which includes two remnant tracks in Fulton New York. The northern remnant track begins at Railroad Milepost QMF 25.67 adjacent to County Road 57 and continues approximately 4,814 feet to the end of track near Fremont Street, Fulton, New York. The southern remnant track, also know as the Fulton Industrial Lead, begins at Railroad Milepost QMF 22.8 and continues approximately 5,938 feet to the end of track at Division Street. The approximate 2.04 total miles of track are located in Fulton, Oswego County, New York as depicted on the attached map.

This action requires Surface Transportation Board approval and Federal Regulations 49 C.F.R. 1105.7(3) (i) require that CSXT develop a response to the following statement:

"Based on consultation with local and/or regional planning agencies and/or a review of the official planning documents prepared by such agencies, state whether the proposed action is consistent with existing land use plans. Describe any inconsistencies."

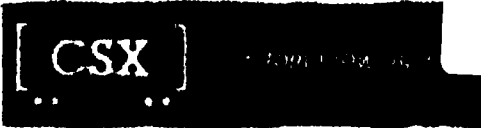
CSXT would appreciate your comments regarding current and future land use in relationship to the rail line.

As further information, CSXT will provide a preliminary environmental report in the coming weeks which will outline the scope of the proposed salvage activity and include any comments received from your office. This environmental report can be sent electronically by email or through the United States Postal Service (USPS). Please notify me, Jo_Burroughs@csx.com if you wish to receive the report electronically. If we do not receive notification, it will be mailed via USPS.

Further enclosed, please find a distribution list of all parties that have been copied of the proposed action.

Sincerely,

**Jo Ann Burroughs
Attachments**



Attachment 5

500 Water Street - J200
Jacksonville, FL 32202
Phone: (904) 279-3823
FAX: (904) 279-3902
E-Mail: Jo_Burroughs@csx.com

**Jo Ann Burroughs
Manager Network Services**

June 6, 2011

**United States Department of Agriculture
Natural Resources Conservation Service
220 Davidson Ave. Floor 4
Somerset, NJ 08873**

Dear Sir/Madam:

Please be advised that CSX Transportation, Inc. (CSX) is considering to file with the Surface Transportation Board (Board) a Notice of Exemption seeking authority to abandon service from The Line which includes two remnant tracks in Fulton New York. The northern remnant track begins at Railroad Milepost QMF 25.67 adjacent to County Road 57 and continues approximately 4,814 feet to the end of track near Fremont Street, Fulton, New York. The southern remnant track, also know as the Fulton Industrial Lead, begins at Railroad Milepost QMF 22.8 and continues approximately 5,938 feet to the end of track at Division Street. The approximate 2.04 total miles of track are located in Fulton, Oswego County, New York as depicted on the attached map.

This action requires Surface Transportation Board approval and Federal Regulations 49 C.F.R. 1105.7 (9) (i) and (iii) require that CSXT develop a response to the following statements:

"Based on consultation with the U. S. Soil Conservation Service, state the effect of the proposed action on any prime agricultural land."

Please advise if any of the land contiguous to CSXT's line in the project area is classified as prime agriculture land.

As further information, CSXT will provide a preliminary environmental report in the coming weeks which will outline the scope of the proposed salvage activity and include any comments received from your office. This environmental report can be sent electronically by email or through the United States Postal Service (USPS). Please notify me, Jo_Burroughs@csx.com if you wish to receive the report electronically. If we do not receive notification, it will be mailed via USPS.

Further enclosed, please find a distribution list of all parties that have been copied of the proposed action.

Sincerely,

**Jo Ann Burroughs
Attachment**



Attachment 6

800 Water Street - J200
Jacksonville, FL 32202
Phone: (904) 279-3823
FAX: (904) 279-3802
E-Mail: Jo_Burroughs@csx.com

Jo Ann Burroughs
Manager Network Services

June 6, 2011

**New York Department of State
Division of Coastal Resources
99 Washington Ave. Suite 1010
Albany, NY 12231**

Dear Sir/Madam:

Please be advised that CSX Transportation, Inc. (CSX) is considering to file with the Surface Transportation Board (Board) a Notice of Exemption seeking authority to abandon service from The Line which includes two remnant tracks in Fulton New York. The northern remnant track begins at Railroad Milepost QMF 25.67 adjacent to County Road 57 and continues approximately 4,814 feet to the end of track near Fremont Street, Fulton, New York. The southern remnant track, also know as the Fulton Industrial Lead, begins at Railroad Milepost QMF 22.8 and continues approximately 5,938 feet to the end of track at Division Street. The approximate 2.04 total miles of track are located in Fulton, Oswego County, New York as depicted on the attached map.

This action requires Surface Transportation Board approval and Federal Regulations 49 C.F.R. 1105.7 (9) (i) and (iii) require that CSXT develop a response to the following statements:

- (i) "Based on consultation with State Water quality officials, state whether the proposed action is consistent with applicable Federal, State or local water quality standards. Describe any inconsistencies."
- (iii) "State whether permits under Section 402 of the Clean Water Act 33 U.S.C. 1342 are required for the proposed action."

There are no refueling or maintenance areas within the project area. The removal of CSXT's rail material will be accomplished by use of the right of way for access, along with existing public and private crossings, and no new access roads are contemplated. CSXT does not intend to disturb any of the underlying roadbeds and do not anticipate any dredging or use of fill in the removal of the track material. The crossties and/or other debris will be transported away from the rail line and will



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Jo Ann Burroughs
Manager Network Services

not be discarded along the right of way, nor be placed or left in streams or wetlands, or along the banks of such waterways. During track removal, appropriate measures will be implemented to prevent or control spills from fuels, lubricants or any other pollutant materials from entering any watercourses.

Based upon the above described actions, CSXT would appreciate receiving your concurrence with its position that the proposed project is consistent with applicable Federal, State and local water quality standards, and that no permits under Section 402 are required at this time.

As further information, CSXT will provide a preliminary environmental report in the coming weeks which will outline the scope of the proposed salvage activity (as stated above) and include any comments received from your office. This environmental report can be sent electronically by email or through the United States Postal Service (USPS). Please notify me, Jo_Burroughs@csx.com if you wish to receive the report electronically. If we do not receive notification, it will be mailed via USPS.

Further enclosed, please find a distribution list of all parties that have been copied of the proposed action.

Sincerely,

Jo Ann Burroughs
Attachments



Attachment 7

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Jacksonville, FL 32202
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**Jo Ann Burroughs
Manager Network Services**

June 6, 2011,

**U.S. Fish and Wildlife Service
Northeast Regional Office
300 Westgate Center Drive
Hadley, MA 01035-1866**

Dear Sir/Madam:

Please be advised that CSX Transportation, Inc. (CSX) is considering to file with the Surface Transportation Board (Board) a Notice of Exemption seeking authority to abandon service from The Line which includes two remnant tracks in Fulton New York. The northern remnant track begins at Railroad Milepost QMF 25.67 adjacent to County Road 57 and continues approximately 4,814 feet to the end of track near Fremont Street, Fulton, New York. The southern remnant track, also know as the Fulton Industrial Lead, begins at Railroad Milepost QMF 22.8 and continues approximately 5,938 feet to the end of track at Division Street. The approximate 2.04 total miles of track are located in Fulton, Oswego County, New York as depicted on the attached map.

This action requires Surface Transportation Board approval and Federal Regulations 49 C.F.R. 1105.7(c) require that advance notice be given to afford your agency a reasonable opportunity to provide meaningful input.

- (i) Based on consultation with the U. S. Fish and Wildlife Service state whether the proposed action is likely to adversely affect endangered or threatened species or areas designated as a critical habitat, and if so, describe the effects.
- (ii) State whether wildlife sanctuaries or refuges, National or State parks or forests will be affected, and describe any effects.

The removal of CSXT's rail material will be accomplished by use of the right of way for access, along with existing public and private crossings, and no new access roads are contemplated. CSXT does not intend to disturb any of the underlying roadbeds and do not anticipate any dredging or use of fill in the removal of the track material. The crossties and/or other debris will be transported away from the rail line and will not be discarded along the right of way, nor be placed or left in streams or wetlands, or along the banks of such



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Jo Ann Burroughs
Manager Network Services

waterways. During track removal, appropriate measures will be implemented to prevent or control spills from fuels, lubricants or any other materials from entering any watercourses.

Based upon the above described actions, CSXT would appreciate your concurrence in its position that there would be no adverse impact to any federally-listed endangered or threatened species, critical habitats, wildlife sanctuaries or refuges, National or State parks, or forests.

As further information, CSXT will provide a preliminary environmental report in the coming weeks which will outline the scope of the proposed salvage activity (as stated above) and include any comments received from your office. This environmental report can be sent electronically by email or through the United States Postal Service (USPS). Please notify me, Jo_Burroughs@csx.com if you wish to receive the report electronically. If we do not receive notification, it will be mailed via USPS.

Further enclosed, please find a distribution list of all parties that have been copied of the proposed action.

Sincerely,

Jo Ann Burroughs
Attachments

Attachment 8



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**Jo Ann Burroughs
Manager Network Services**

June 6, 2011

**Natural Park Service
New York
newyork@nps.gov**

Please be advised that CSX Transportation, Inc. (CSX) is considering to file with the Surface Transportation Board (Board) a Notice of Exemption seeking authority to abandon service from The Line which includes two remnant tracks in Fulton New York. The northern remnant track begins at Railroad Milepost QMF 25.67 adjacent to County Road 57 and continues approximately 4,814 feet to the end of track near Fremont Street, Fulton, New York. The southern remnant track, also know as the Fulton Industrial Lead, begins at Railroad Milepost QMF 22.8 and continues approximately 5,938 feet to the end of track at Division Street. The approximate 2.04 total miles of track are located in Fulton, Oswego County, New York as depicted on the attached map.

This action requires Surface Transportation Board approval and Federal Regulations 49 C.F.R. 1105.7(3) (i) require that CSXT develop a response to the following statement:

"Based on consultation with local and/or regional planning agencies and/or a review of the official planning documents prepared by such agencies, state whether the proposed action is consistent with existing land use plans. Describe any inconsistencies."

CSXT would appreciate your comments regarding current and future land use in relationship to the rail line.

As further information, CSXT will provide a preliminary environmental report in the coming weeks which will outline the scope of the proposed salvage activity and include any comments received from your office. This environmental report will be sent electronically by email.

Further enclosed, please find a distribution list of all parties that have been copied of the proposed action.

Sincerely,

**Jo Ann Burroughs
Attachment**



Attachment 9

500 Water Street - J200
Jacksonville, FL 32202
Phone: (904) 279-3823
FAX: (904) 279-3802
E-Mail: Jo_Burroughs@csx.com

**Jo Ann Burroughs
Manager Network Services**

June 6, 2011

**New York Department of
Environmental Conservation
625 Broadway
Albany, NY 12233
518-402-9509**

Dear Sir/Madam;

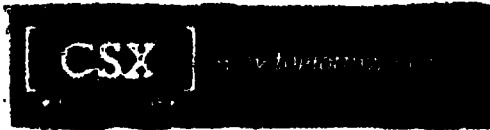
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This action requires Surface Transportation Board approval and Federal Regulations 49 C.F.R. 1105.7 (9) (i) and (iii) require that CSXT develop a response to the following statements:

(i) "Based on consultation with State Water quality officials, state whether the proposed action is consistent with applicable Federal, State or local water quality standards. Describe any inconsistencies."

(iii) State whether permits under Section 402 of the Clean Water Act 33 U.S.C. 1342 are required for the proposed action."

There are no refueling or maintenance areas within the project area. The removal of CSXT's rail material will be accomplished by use of the right of way for access, along with existing public and private crossings, and no new access roads are contemplated. CSXT does not intend to disturb any of the underlying roadbeds and do not anticipate any dredging or use of fill in the removal of the track material. The crossties and/or other debris will be transported away from the rail line and will not be discarded along the right of way, nor be placed or left in streams or wetlands, or along the banks of such waterways. During track removal,



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Jacksonville, FL 32202
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Jo Ann Burroughs
Manager Network Services

appropriate measures will be implemented to prevent or control spills from fuels, lubricants or any other pollutant materials from entering any watercourses.

Based upon the above described actions, CSXT would appreciate receiving your concurrence with its position that the proposed project is consistent with applicable Federal, State and local water quality standards, and that no permits under Section 402 are required at this time.

As further information, CSXT will provide a preliminary environmental report in the coming weeks which will outline the scope of the proposed salvage activity (as stated above) and include any comments received from your office. This environmental report can be sent electronically by email or through the United States Postal Service (USPS). Please notify me, Jo_Burroughs@csx.com if you wish to receive the report electronically. If we do not receive notification, it will be mailed via USPS.

Further enclosed, please find a distribution list of all parties that have been copied of the proposed action.

Sincerely,

Jo Ann Burroughs
Attachments



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Jacksonville, FL 32202
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E-Mail: Jo_Burroughs@csx.com

Jo Ann Burroughs
Manager Network Services

Attachment 10

June 6, 2011

U.S. Army Corps of Engineers
Baltimore District Office
City Crescent Bldg
10 South Howard Street
Baltimore, MD 21201

Dear Sir/Madam:

Please be advised that CSX Transportation, Inc. (CSX) is considering to file with the Surface Transportation Board (Board) a Notice of Exemption seeking authority to abandon service from The Line which includes two remnant tracks in Fulton New York. The northern remnant track begins at Railroad Milepost QMF 25.67 adjacent to County Road 57 and continues approximately 4,814 feet to the end of track near Fremont Street, Fulton, New York. The southern remnant track, also know as the Fulton Industrial Lead, begins at Railroad Milepost QMF 22.8 and continues approximately 5,938 feet to the end of track at Division Street. The approximate 2.04 total miles of track are located in Fulton, Oswego County, New York as depicted on the attached map.

"Based on consultation with the U. S. Army Corps of Engineers, state whether permits under Section 404 of the Clean Water Act (33 U.S.C. 1344) are required for the proposed action and whether any designated wetlands or 100 year flood plains will be affected. Describe the effects."

It is CSXT's opinion that there will be no impact on designated wetlands or 100-year flood plains because our intent at this time is to only remove CSXT's metal track material, crossties and perhaps the upper layer of ballast, and to preserve the existing routes of water flow and drainage. CSXT does not intend to disturb any of the underlying roadbeds or perform any activities that would cause sedimentation or erosion of the soil, and CSXT does not anticipate any dredging or use of fill in the removal of the track material. The track removal will be accomplished by use of the right of way for access, along with existing public and private crossings, and no new access roads are contemplated. The crossties and/or other debris will be transported away from the rail line and will not be



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Jo Ann Burroughs
Manager Network Services

discarded along the right of way, nor be placed or left in streams or wetlands, or along the banks of such waterways.

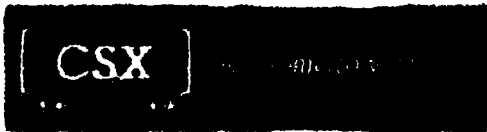
Based upon the above described actions, CSXT would appreciate your concurrence in its position that there would be no adverse impact on wetlands or 100-year flood plains, and that no permits under Section 404 will be required.

As further information, CSXT will provide a preliminary environmental report in the coming weeks which will outline the scope of the proposed salvage activity (as stated above) and include any comments received from your office. This environmental report can be sent electronically by email or through the United States Postal Service (USPS). Please notify me, Jo_Burroughs@csx.com if you wish to receive the report electronically. If we do not receive notification, it will be mailed via USPS.

Further enclosed, please find a distribution list of all parties that have been copied of the proposed action.

Sincerely,

Jo Ann Burroughs
Attachment



Attachment 11

500 Water Street - J200
Jacksonville, FL 32202
Phone: (904) 279-3823
FAX: (904) 279-3802
E-Mail: Jo_Burroughs@csx.com

**Jo Ann Burroughs
Manager Network Services**

June 7, 2011

**U.S. Environmental Protection Agency
EPA Region 2
Jacob K. Javits Bldg
290 Broadway
New York, NY 10007-1866**

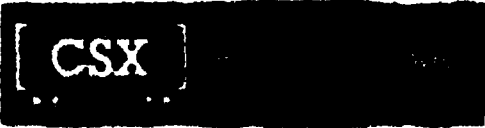
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(i) "Based on consultation with State Water quality officials, state whether the proposed action is consistent with applicable Federal, State or local water quality standards. Describe any inconsistencies."

(iii) State whether permits under Section 402 of the Clean Water Act 33 U.S.C. 1342 are required for the proposed action."

There are no refueling or maintenance areas within the project area. The removal of CSXT's rail material will be accomplished by use of the right of way for access, along with existing public and private crossings, and no new access roads are contemplated. CSXT does not intend to disturb any of the underlying roadbeds and do not anticipate any dredging or use of fill in the removal of the track material. The crossties and/or other debris will be transported away from the rail line and will not be discarded along the right of way, nor be placed or left in streams or wetlands, or along the banks of such waterways. During track removal, appropriate measures will be implemented to prevent or control spills from fuels, lubricants or any other pollutant materials from entering any watercourses.



800 Water Street - J200
Jacksonville, FL 32202
Phone: (904) 279-3823
FAX: (904) 279-3902
E-Mail: Jo_Burroughs@csx.com

Jo Ann Burroughs
Manager Network Services

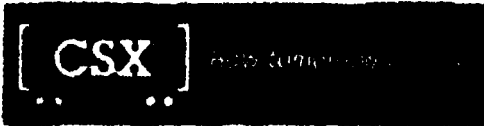
Based upon the above described actions, CSXT would appreciate receiving your concurrence with its position that the proposed project is consistent with applicable Federal, State and local water quality standards, and that no permits under Section 402 are required at this time.

As further information, CSXT will provide a preliminary environmental report in the coming weeks which will outline the scope of the proposed salvage activity (as stated above) and include any comments received from your office. This environmental report can be sent electronically by email or through the United States Postal Service (USPS). Please notify me, Jo_Burroughs@csx.com if you wish to receive the report electronically. If we do not receive notification, it will be mailed via USPS.

Further enclosed, please find a distribution list of all parties that have been copied of the proposed action.

Sincerely,

Jo Ann Burroughs
Attachment



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Jacksonville, FL 32202
Phone: (904) 278-3823
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E-Mail: Jo_Burroughs@csx.com

Jo Ann Burroughs
Manager Network Services

June 6, 2011

NYDOT
Main Office 50 Wolf Road
Albany, NY 12232

Dear Sir/Madam:

Please be advised that CSX Transportation, Inc. (CSX) is considering to file with the Surface Transportation Board (Board) a Notice of Exemption seeking authority to abandon service from The Line which includes two remnant tracks in Fulton New York. The northern remnant track begins at Railroad Milepost QMF 25.67 adjacent to County Road 57 and continues approximately 4,814 feet to the end of track near Fremont Street, Fulton, New York. The southern remnant track, also know as the Fulton Industrial Lead, begins at Railroad Milepost QMF 22.8 and continues approximately 5,938 feet to the end of track at Division Street. The approximate 2.04 total miles of track are located in Fulton, Oswego County, New York as depicted on the attached map.

This action requires Surface Transportation Board approval and Federal Regulations 49 C.F.R. 1105.7(c) require that advance notice be given to afford your agency a reasonable opportunity to provide meaningful input.

As further information, CSXT will provide a preliminary environmental report in the coming weeks which will outline the scope of the proposed salvage activity and include any comments received from your office. This environmental report can be sent electronically by email or through the United States Postal Service (USPS). Please notify me, Jo_Burroughs@csx.com if you wish to receive the report electronically. If we do not receive notification, it will be mailed via USPS.

The above referenced 2.04 mile line has not generated any originating, terminating or overhead traffic in over 2 years. No new rail oriented business is expected to develop and the line is out of service and no longer required for operating purposes. The proposed action is to abandon and subsequently lease or sell a segment of the Line to a developer who plans on removing the tracks and re-developing this site. This abandonment will result in the closing of five road crossings

Further enclosed, please find a distribution list of all parties that have been copied of the proposed action and a letter of the history of this line compiled by your office.

Sincerely,

Jo Ann Burroughs
Attachments